

IN THE CLAIMS:

The text of all pending claims is set forth below. Please AMEND claims 2-3 and 5 and ADD new claims 6-8 in accordance with the following:

1. (CURRENTLY AMENDED) An EGR system for an internal combustion engine with a turbo-charger, comprising a first EGR passage for recirculating a part of the exhaust gas from the upstream side of a turbine of the turbo-charger to the downstream side of a compressor of the turbo-charger, wherein a second EGR passage for recirculating a part of the exhaust gas from the downstream side of said turbine to the upstream side of said compressor, a diesel particulate filter arranged in said second EGR passage, a flow control means for controlling the exhaust gas flow in said first EGR passage and said second EGR passage, an exhaust gas purifying apparatus, and an EGR control means for controlling the flow control means based on data detected by an exhaust gas state monitoring means are provided, the second EGR passage being branched out on an upstream side of the exhaust gas purifying apparatus.

2. (CURRENTLY AMENDED) The EGR system for the internal combustion engine with a turbo-charger as claimed in claim 1, wherein the flow control means is composed of the first EGR valve arranged in said first EGR passage and the second EGR valve arranged in said second EGR passage, said exhaust gas state monitoring means being composed of an exhaust gas temperature sensor arranged in said exhaust passage, and the EGR control means controls the exhaust gas flow by controlling said first EGR valve and said second EGR valve to be open/closed based ~~of~~on the exhaust gas temperature detected by the exhaust gas temperature sensor.

3. (CURRENTLY AMENDED) An EGR system for an internal combustion engine with a turbo-charger, comprising a first EGR passage for recirculating a part of the exhaust gas from the upstream side of a turbine of the turbo-charger to the downstream side of a compressor of the turbo-charger, wherein a second EGR passage for recirculating a part of the exhaust gas from the downstream side of said turbine to the upstream side of said compressor, a diesel particulate filter arranged in said second EGR passage, a flow control means for controlling the exhaust gas flow in said first EGR passage and said second EGR passage, wherein the flow control means is composed of the first EGR valve arranged in said first EGR passage and the second EGR valve arranged in said second EGR passage, said exhaust gas state monitoring means being composed of an exhaust gas temperature sensor arranged in said exhaust passage, and the EGR control means controls the exhaust gas flow by controlling said first EGR

valve and said second EGR valve to be open/closed based on the exhaust gas temperature detected by the exhaust gas temperature sensor, The EGR system for the internal combustion engine with a turbo-charger as claimed in claim 2, wherein when said exhaust gas detection temperature is not higher than the regeneration temperature of said diesel particulate filter, said first EGR valve is controlled to be open, while said second EGR valve is controlled to be closed, and when said exhaust gas detection temperature is higher than the regeneration temperature of said diesel particulate filter, said second EGR valve is controlled to be open.

4. (PREVIOUSLY PRESENTED) The EGR system for the internal combustion engine with a turbo-charger as claimed in claim 1, wherein said diesel particulate filter is composed of a diesel particulate filter with an oxidation catalyst.

5. (CURRENTLY AMENDED) An EGR system for an internal combustion engine with a turbo-charger, comprising a first EGR passage for recirculating a part of the exhaust gas from the upstream side of a turbine of the turbo-charger to the downstream side of a compressor of the turbo-charger, wherein a second EGR passage for recirculating a part of the exhaust gas from the downstream side of said turbine to the upstream side of said compressor, a diesel particulate filter arranged in said second EGR passage, a flow control means for controlling the exhaust gas flow in said first EGR passage and said second EGR passage and an EGR control means for controlling the flow control means based on data detected by an exhaust gas state monitoring means are provided~~The EGR system for the internal combustion engine with a turbo-charger as claimed in claim 1, wherein an inlet of said second EGR passage is arranged at the upstream side of said turbine instead of being arranged at the down stream side of said turbine.~~

6. (NEW) An EGR system for an internal combustion engine with a turbo-charger having a turbine and a compressor driven by the turbine, comprising:

a first EGR passage to recirculate a portion of exhaust gas of the engine from an upstream side of the turbine to a downstream side of the compressor;

a second EGR passage to recirculate a portion of the exhaust gas from a downstream side of the turbine to an upstream side of the compressor; and

an exhaust gas purifier apparatus, the second EGR passage being branched out on an upstream side of the exhaust gas purifier.

7. (NEW) A method of controlling exhaust gas flow in an EGR system for an internal

combustion engine comprising a turbo-charger comprising a turbine and a compressor driven by the turbine, comprising:

detecting a temperature of the exhaust gas;

opening a first EGR passage and closing a second EGR passage if the detected temperature is not higher than a regeneration temperature of a diesel particulate filter, the first EGR passage to recirculate a portion of the exhaust gas from an upstream side of the turbine to a downstream side of the compressor and the second EGR passage to recirculate a portion of the exhaust gas from a downstream side of the turbine to an upstream side of the compressor, the diesel particulate filter arranged in the second EGR passage; and

opening the second EGR passage if the detected temperature is higher than the regeneration temperature.

8. (NEW) An EGR system for an internal combustion engine with a turbo-charger having a turbine and a compressor driven by the turbine, comprising:

a first EGR passage to recirculate a portion of exhaust gas of the engine from an upstream side of the turbine to a downstream side of the compressor; and

a second EGR passage to recirculate a portion of the exhaust gas from a downstream side of the turbine to an upstream side of the compressor,

an inlet of the second EGR passage being arranged at an upstream side of the turbine.